
MINUTES

TUESDAY 14 OCTOBER 2008

9.16AM

**Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington**

PRESENT:

Councillor Ahipene-Mercer (9.19am – 3.55pm)
Councillor Best (9.18am – 3.55pm)
Councillor Cook (9.16am – 12.37pm, 1.07pm – 3.55pm)
Councillor Coughlan (9.16am – 3.29pm, 3.46pm – 3.55pm)
Councillor Foster (9.21am – 10.24am, 10.54am – 2.58pm, 3.15pm – 3.55pm)
Councillor Gill (9.16am – 2.20pm, 2.25pm – 3.55pm)
Councillor Goulden
Councillor McKinnon (Chair)
Councillor Morrison (9.16am – 1.56pm)
Councillor Pannett
Councillor Pepperell (9.16am – 9.58am, 10.05am – 10.24am)
Councillor Ritchie (9.26am – 9.35am, 9.48am – 10.24am, 10.51am – 12.37pm, 1.07pm – 2.20pm, 2.28pm – 3.55)
Councillor Wade-Brown
Councillor Wain (9.31am – 10.24am, 10.54am – 12.37pm, 1.07 – 3.55pm)

APOLOGIES:

Mayor Prendergast
Councillor Cook for early departure
Councillor Morrison for early departure
Councillor Wain for lateness

282/08P **APOLOGIES**
(1215/52/IM)

RESOLVED:

THAT the Strategy and Policy Committee:

1. *Accept apologies for absence from Mayor Prendergast.*
2. *Accept apologies for early departure from Councillors Cook and Morrison.*
3. *Accept apologies for lateness from Councillor Wain.*

283/08P **CONFLICT OF INTEREST DECLARATIONS**
(1215/52/IM)

NOTED:

There were no conflicts of interest.

284/08P **PUBLIC PARTICIPATION**
(1215/52/IM)

NOTED:

There was no public participation.

285/08P **ORAL HEARINGS – DRAFT CYCLING POLICY, DRAFT WALKING POLICY AND DRAFT TRACK RECREATION ACTIVITIES POLICY**
(1215/52/IM) (REPORT 1)

(Councillor Best joined the meeting at 9.18am.)

(Councillor Ahipene-Mercer joined the meeting at 9.19am.)

(Councillor Foster joined the meeting at 9.21am.)

NOTED:

1. Alistair Smith submitted on behalf of Great Harbour Way Coalition on the Draft Cycle Policy, the Draft Walking Policy and the Draft Track Recreation Activities Policy. Mr Smith was advocating for the

Great Harbour Way, a complete walking and cycling route that follows the harbour shoreline. He noted that this should be safe, navigable and enjoyable. The Great Harbour Way will be beneficial for Wellington. There are huge health benefits as it encourages cycling and walking and improves access to the sea for swimming and fishing. Mr Smith also highlighted the enormous tourist potential such a track would have. He noted that there is currently no safe route between Wellington and Petone. It was suggested that Wellington City Council should commit to work with Hutt City Council, Greater Wellington Regional Council and Transport New Zealand.

(Councillor Ritchie joined the meeting at 9.26am.)

2. Roland Sapsford submitted on the Draft Walking Policy and the Draft Track Recreation Activities Policy on behalf of Regional Public Health. Mr Sapsford noted the strong support for work on walking and cycling, especially because of the huge health benefits. He said that walking and cycling are complementary and need to be given priority over cars in the city streets. There are enormous safety benefits that stem from a reduced flow on traffic. A key part of a health strategy is to encourage lower socio-economic groups to walk and cycle, thus impacting on health issues that are typically associated with lower income earners. Mr Sapsford emphasised the need to have safe walking routes to schools and around dense urban areas. He supported the idea of combined walking and cycling forum.

(Councillor Wain joined the meeting at 9.31am.)

(Councillor Ritchie left the meeting at 9.35am.)

(Councillor Ritchie joined the meeting at 9.48am.)

3. Paula Warren submitted on the Draft Track Recreation Activities Policy and the Draft Walking Policy on behalf of Living Streets Wellington. Ms Warren thanked the Wellington City Council for both policies. She said it was important to apply the policies to suburban centres as well as the Central Business District. It was noted that there are many dangerous routes that are not suitable for walking. In light of this, the Great Harbour Way was promoted. However she emphasised the need to be careful when mixing walking and cycling routes. There are also implementation issues and it was suggested that Wellington City Council support Greater Wellington Regional Council in their policies. She would like to see firm targets set.

(Councillor Pepperell left the meeting at 9.58am.)

4. Patrick Morgan submitted on the Draft Walking Policy and the Draft Cycling Policy. Mr Morgan suggested Wellington City Council play

a part to meet Central Government and Greater Wellington Regional Council policies. He argued that there is a lot of evidence to support the theory, that there will be fewer crashes when there are more cyclists on the road. Mr Morgan noted the huge health benefits of cycling and walking. He argued that cycling should be seen as a solution to global warming and rising petrol prices, and that cycling should be sold as an aspirational activity. He was concerned about fuel becoming less affordable and how this impacts on the community. To counteract this, cycling should be more convenient as it is an alternative to the private car. Mr Morgan encouraged the Wellington City Council to be stronger in constraining private car parking on public roads. He also highlighted the fact that there is confusion over which bus lanes cyclists can use.

(Councillor Pepperell rejoined the meeting at 10.05am.)

(The meeting adjourned at 10.24am for morning tea.)

(The meeting reconvened at 10.45am. When the meeting reconvened Councillors Ahipene-Mercer, Best, Cook, Coughlan, Gill, Goulden, McKinnon, Morrison, Pannett, Pepperell, Wade-Brown and Wain were present.)

5. Natasha Hayes and Jane Davis submitted on behalf of Greater Wellington Regional Council on the Draft Walking Policy and the Draft Cycling Policy. Wellington City Council was encouraged to work closely with Greater Wellington Regional Council. They supported a variety of actions in the policy for safety. However they noted that there are no targets for the increase in cyclist numbers, and that improving infrastructure would encourage cycling.

(Councillor Ritchie rejoined the meeting at 10.51am.)

(Councillor Foster rejoined the meeting at 10.54am.)

6. Lynn Sleath submitted on the Draft Cycling Policy on behalf of Kapiti Cycling Inc. The main criticism of the draft policy is that there is a lack of ambition and an absence of clear targets. Shared bus lanes are a good idea, but they must be at least four metres wide, and would not encourage elderly, children or new cyclists. There would also be a need for training bus drivers if cyclists were to share bus lanes.
7. Bernie Napp submitted on behalf of the Wellington Civic Trust on the Draft Cycling Policy. Mr Napp commended the Wellington City Council on a great initiative, but thought there should be more promotion of cycling. The more people there are cycling, the safer it becomes. He did not agree with the shared bus lane proposal, arguing that it would be very dangerous. Car parks should be moved further

towards the road and have cycle lanes added to the footpath. There should not be cycle lanes between parked cars and the traffic.

8. Peter Garty submitted on behalf of the Onslow Tarbabies on the Draft Cycling Policy. Mr Garty noted that all cyclists have a responsibility to cycle safely, and that Tarbabies tries to promote this. He explained that there is a need for education, information and build. He is happy with road markings and speed bumps, but said calming islands are dangerous. He would like to see more signs, especially for motorists. Mr Garty also highlighted an issue with regard to parallel car parking and suggested Wellington City Council investigate reverse parking. He would also like a continuous two lane cycle lane from Ngauranga, into and around the city, and back.
9. Illona Keenan submitted on the Draft Cycling Policy. Ms Keenan said the draft policy needed a specific analysis of all roading changes for cyclists and should include a cycle safety analysis in existing development. It is important to superimpose the cycle plan into infrastructure developments. She emphasised the need to have high quality, safe and enjoyable cycle lanes. She also urged the Wellington City Council to support Great Harbour Way. Finally she pointed out the lack of measurable targets in the draft policy.
10. Jane Dawson submitted on the Draft Cycling Policy. Ms Dawson thought it appropriate to have a cycling policy for Wellington City Council but said it was hard to understand and not inspiring. There is a lack of a coherent cycle network. She thought that relying on cyclists sharing bus lanes was not good enough, and one would have to be brave to use them. She noted a negative tone to the draft policy, with weak statements. She said the draft policy should be more proactive. It should be aiming to make cycling the main mode of choice for Wellingtonians.
11. Rebecca Speirs submitted on the Draft Cycling Policy. Ms Speirs would like to see a policy that makes cycling safer and more enjoyable. She noted a lack of measurable targets and would like to see dates set for achievements. Ms Speirs would like evidence of where and how crashes happen to be included in the policy. The focus should be on the most dangerous areas to maximise safety. It would be safer to have a cycle only lane, rather than to share with buses. She thought the policy should be aligned with the Ngauranga to Airport plan and that it should become Wellington City Council policy to create cycle lanes when resurfacing roads.
12. Robert Ibell and Illona Keenan submitted on behalf of Cycle Aware Wellington on the Draft Cycling Policy. They found it puzzling that Wellington City Council will not promote cycling based on the fact that it is not safe. They argued that the more cyclists there are on the

roads, the safer it will become. The draft policy is conservative in promoting cycling. There is a need for a sufficient implementation plan and more funding for cycling. They support cycle skills training and training for bus drivers if lanes are to be shared. They urged Wellington City Council to support Great Harbour Way.

(The meeting adjourned at 12.37pm for lunch.)

(The meeting reconvened at 1.01pm. When the meeting reconvened Councillors Ahipene-Mercer, Best, Coughlan, Foster, Gill, Goulden, McKinnon, Morrison, Pannett and Wade-Brown were present.)

13. Allan Brown submitted on behalf of the Rotary Club of Eastern Hutt Inc on the Draft Cycling Policy. The Rotary Club was supportive of the Great Harbour Way and would be happy to work with the Great Harbour Way Coalition. Mr Brown said that they would like to see Wellington City Council create a plan and would be happy to contribute to the process.

(Councillors Cook, Ritchie and Wain joined the meeting at 1.07pm.)

14. Phil Valentine submitted on the Draft Walking Policy and the Draft Cycling Policy. Mr Valentine was generally supportive of the policy. However he noted there are problems with cycle lanes suddenly stopping and a growing problem of glass on roads which hinder cycling. He said there was a need for safety campaigns aimed at both motorists and cyclists. Mr Valentine is supportive of a “share with care” policy, emphasising that walking and cycling should be given equal priority.
15. Julian Boorman submitted on the Draft Cycling Policy. Mr Boorman expressed great concern over climate change. He encouraged Wellington City Council to take action to get people out of private cars and onto bicycles. He would like to see more cycle lanes and thinks that sharing lanes with buses is practical and pragmatic.
16. Janie Cook submitted on the Draft Cycling Policy. Ms Cook said it was weak to say that cycling could not be promoted because it is unsafe. She thought Wellington City Council has an obligation to take action and encourage cycling to school. Sharing lanes with buses would be scary but would be welcomed if the lanes are wide enough. There is currently very little in the draft policy that gives Ms Cook confidence that her cycling trip will be made more comfortable.
17. Dr John Munro submitted on the Draft Cycling Policy. Dr Munro thought that promoting the reduction of private vehicle use should be the paramount driver. Without this, Wellington City Council will not achieve sustainable transport aims. He would like to see a nation wide

campaign promoting walking and cycling. Dr Munro urged Councillors to cycle around various areas of the city to experience the problems themselves.

(Councillor Morrison left the meeting at 1.56pm.)

18. Nicola Gaston submitted on the Draft Cycling Policy. Ms Gaston agreed with most of the aspects of the draft policy. She noted that dedicated cycle lanes would make cycling faster, safer and more convenient. It was emphasised that the more cyclists there are, the safer cycling will become as awareness grows amongst motorists. Ms Gaston suggested a number of ways to raise awareness of motorists. These were to lower speed limits to 30 kilometres per hour, employ a group of students to ride around the city, or put in obvious cycle lanes.
19. Clare Pascoe submitted on the Draft Walking Policy. Ms Pascoe was excited to see the draft policy, but thought it needed amendments. She noted the need to have targets and an implementation plan. Wellington City Council was encouraged to be stronger and braver in their policy. Ms Pascoe would support a local forum to help with prioritising an implementation plan.

(Councillor Gill left the meeting at 2.20pm.)

(Councillor Ritchie left the meeting at 2.20pm.)

20. Paula Warren submitted on the Draft Walking Policy and the Draft Cycling Policy. Ms Warren said there was a need for a complete shift in modes of transport. Commuter trips should be reduced, and children should be encouraged to walk or cycle to school. There are huge advantages to this, therefore it should be given priority and money. Bicycles could share lanes with buses, but only if they are wide enough. However there is still a need for routes to get people into cycling. Ms Warren suggested closing Shelly Bay to traffic on Sundays. She also thought there should be better use of signage to alert people to the many shortcuts around Wellington.

(Councillor Gill rejoined the meeting at 2.25pm.)

(Councillor Ritchie rejoined the meeting at 2.28pm.)

21. Stephen Franks submitted on the Draft Cycling Policy. Mr Franks urged against the inclusion of procedures that are merely ritual and only include what will actually be properly actioned. He would not like to see cycle lanes established that cannot be properly protected. Mr Franks suggested using the Public Works Act to obtain land to fill gaps in the cycle network. He also said he would like car parks to be used as a buffer between bike lanes and roads.

22. Stephen Edwards submitted on the Draft Cycling Policy. Mr Edwards was advocating cycling for its health benefits. He was disappointed in the draft policy as there is not a lot of accountability for Wellington City Council. There is a need to see cycling as a viable alternative to transport. Cycling is advantageous as it is accessible to all demographics and has huge health benefits. Mr Edwards said shared bus lanes are dangerous as buses move quickly and are not sympathetic to cyclists.

(The meeting adjourned at 2.58pm for afternoon tea.)

(The meeting reconvened at 3.17pm. When the meeting reconvened Councillors Ahipene-Mercer, Best, Coughlan, Gill, Goulden, McKinnon, Pannett, Pepperell, Ritchie, Wade-Brown and Wain were present.)

23. Liz Thomas submitted on the Draft Walking Policy. She congratulated Wellington City Council on producing a policy because walking is the universal mode of transport. She said Wellington was lucky as it is already a great place to walk. But there needs to be concrete targets for increasing walking. Ms Thomas would like Wellington City Council support the Greater Wellington Regional Council proposal to set up a walking forum. She also urged support for Great Harbour Way.

(Councillor Foster joined the meeting at 3.15pm.)

(Councillor Coughlan left the meeting at 3.29pm.)

24. Howard Markland submitted on the Draft Walking Policy. He saw the crux of the issue as being safety versus comfort and convenience. There are currently problems with poor driver awareness and narrow roads becoming narrower. Mr Markland thought there needed to be more robust data on which to base initiatives, with the inclusion of research in the policy itself. He said there needed to be funding for road safety initiatives. He also suggested it would be good if there was one place, for example an internet site, where cyclists could record bad driving and problems encountered whilst on the roads.

(Councillor Coughlan rejoined the meeting at 3.46pm.)

25. Michael Taylor submitted on the Draft Cycling Policy. Mr Taylor felt the document was weak and passive. He said Wellington City Council needed a stronger policy and should be trying to persuade people to change. He also highlighted the lack of measurable targets. Mr Taylor would like to see cycling initiatives prioritised over private vehicle use.

(The meeting adjourned at 3.55pm to reconvene at 9.15am on Wednesday 15 October 2008.)

(The meeting reconvened at 9.15am on Wednesday 15 October 2008.)

PRESENT:

Councillor Ahipene-Mercer
Councillor Best (9.15am – 10.34am, 11.21am – 12.37pm)
Councillor Cook
Councillor Coughlan (9.17am – 12.37pm)
Councillor Foster (9.15am – 11.59am, 12.06pm – 12.37pm)
Councillor McKinnon (Chair)
Councillor Morrison (9.19am – 12.37pm)
Councillor Gill
Councillor Goulden (9.15am – 9.17am, 9.21am – 12.37pm)
Councillor Pannett
Councillor Pepperell (9.15am – 12.15pm)
Councillor Ritchie (9.27am – 12.24pm, 12.33pm – 12.37pm)
Councillor Wade-Brown
Councillor Wain

APOLOGIES:

Mayor Prendergast

286/08P **APOLOGIES**
(1215/52/08/IM)

RESOLVED:

THAT the Strategy and Policy Committee:

1. Accept apologies for absence from Mayor Prendergast.

287/08P **ORAL HEARINGS – DRAFT CYCLING POLICY, DRAFT
WALKING POLICY AND DRAFT TRACK RECREATION
ACTIVITIES POLICY
(CONTINUED)**
(1215/52/08/IM) (REPORT 1)

NOTED:

(Councillor Coughlan joined the meeting at 9.17am.)

(Councillor Goulden left the meeting at 9.17am.)

(Councillor Morrison joined the meeting at 9.19am.)

26. Beth Nelson submitted on the Draft Track Recreation Activities Policy, on behalf of the Wellington City Light Horse Club. The Club is currently renting Wellington City Council land. However they need access to more tracks so there is a place to take young riders. They would ideally like to see a network of tracks so that various clubs can meet up and have joint treks. Ms Nelson noted that the Club are actively involved in planting and maintaining existing tracks. She also said they are prepared to compromise by having limited time on the tracks so they can safely share with others.

(Councillor Goulden rejoined the meeting at 9.21am.)

(Councillor Ritchie joined the meeting at 9.27am.)

27. Peter Riemann submitted on the Draft Track Recreation Activities Policy, on behalf on Trellissick Park Group. He noted that the Trellissick Park track was well used. The group was strongly opposed to certain aspects of the draft policy. Shared use of tracks should only occur where it is appropriate. Mr Riemann suggested a definition section pointing out differences between some analogous activities, for example cycling and mountain biking. He also highlighted the lack of enforcement for Wellington City Council.
28. Frances Lee submitted on the Draft Track Recreation Activities Policy. Ms Lee emphasised how dangerous it is for walkers and cyclists to share tracks. She urged Wellington City Council to undergo a campaign to educate cyclists. It is important that wording in the draft policy is clarified so there is no confusion about who is allowed on which track. She supported continuation of all Kaiwharawhara plan projects and having horses on Old Coach Road.
29. Lloyd Pallesen submitted on the Draft Track Recreation Activities Policy. Mr Pallesen was in favour of opening up as much area as possible, but focused his submission on Woodburn Reserve. He pointed out there was only one access point to Woodburn Reserve noted on the plan, when in fact there are more. There was also some confusion around why horse riding was restricted to one track when there was a more suitable one on the Reserve. He expressed concern over a number of areas that had not been considered and thought some potential links had been missed.
30. Anne Neal submitted on behalf of the Makara Pony Club on the Draft Track Recreation Activities Policy. She noted that many current tracks do not have adequate parking for horse floats. There is a need

for better developed tracks as traffic on the Makara Road has increased, making it dangerous to ride horses. Ms Neal asked for an extended policy that included tracks in the Makara area, especially from the Pony Club. She emphasised that this is crucial for the development of young riders.

31. Stan Andis submitted on behalf of the Strathmore Park Progressive Association on the Draft Track Recreation Activities Policy. The submission focused specifically on Rangitatau Reserve. He thought that there was a lot of information omitted from the draft policy. The draft policy fails to point out that the Reserve is not flat terrain, that it has been used exclusively by walkers for many years, that it is an Ancient Pa site, and that it is the site of a National Monument, Ataturk. Rangitatau Reserve should be respected because of these sites of national significance. He argued that there was no feasible way that mountain bikers and walkers could safely share the tracks.
32. Stuart Young submitted on the Draft Track Recreation Activities Policy. Mr Young was concerned about walkers and mountain bikers sharing the Eastern Walkway. He thought this caused huge risk to both the walkers and the cyclists. Concern was also expressed around the damage caused by cyclists off the established tracks as they attempt to make more exciting rides. Mr Young was understanding of the fact that cyclists should be able to enjoy their activities, but noted there were a lot of places around Wellington for them to do so without having to share tracks with walkers.

(The meeting adjourned at 10.34am for morning tea.)

(The meeting reconvened at 10.54am. When the meeting reconvened Councillors Ahipene-Mercer, Cook, Coughlan, Foster, Gill, Goulden, McKinnon, Morrison, Pannett, Pepperell, Ritchie, Wade-Brown and Wain were present)

33. James Thomson submitted on behalf of Wellington Pony Club on the Draft Track Recreation Activities Policy. Mr Thomson thanked Wellington City Council for their consideration of the policy. He would like to see good tracks for children to ride horses, have fun and gain confidence. Most riders are city residents and do not have land to ride on. He emphasised the need to have sufficient car parking for horse floats. Mr Thomson did not think it was a good idea to mix bikes and horses.
34. Chris Horne submitted on the Draft Track Recreation Activities Policy on behalf of the Wellington Botanic Society. Mr Horne expressed concern for the safety of the members of the society while out “botanising”, as well as having their experience disturbed, by mountain bikers. He was worried about the impact of the bikes on the

tracks and the ecosystem. It was noted that the draft policy should have been drafted in consultation with those who drafted the Biodiversity Plan. Shared track use was strongly opposed. There also needs to be substantial additions in enforcement and compliance monitoring.

(Councillor Best joined the meeting at 11.21am.)

35 Ben Wilde and John Randall submitted on the Draft Track Recreation Activities Policy on behalf of Makara Peak Mountain Bike Supporters Inc. They noted that Makara Peak is the only place in Wellington where cyclists have the right of way. Mountain biking is a rapidly expanding recreation. They were supportive of the dual use policy. The users of Makara Peak are currently helping to maintain tracks and plant trees. Excluding mountain bikers from other areas could potentially lead to the tracks being used for mountain biking anyway, without the incentive to help maintain them. They noted that they strongly discourage the building of ad hoc jumps and tracks, but urged the Wellington City Council to build them legally. They asked this to be allowed where there were no technical or safety reasons otherwise.

36 Michael Taylor submitted on the Draft Track Recreation Activities Policy on behalf of the Tararua Tramping Club. Mr Taylor was concerned that bikes on tracks will become a priority. He would also like to see the status of baby buggies clarified in the draft policy. Concern was expressed over the "Mountain Bikers Code" and whether Wellington City Council had any control over this.

(Councillor Foster left the meeting at 11.59am.)

37 Michael McCuan submitted on the Draft Track Recreation Activities Policy. Mr McCuan emphasised that Wellington is big enough to share between walkers, cyclists and horse riders. He suggested tracks could be shared between horse riders in the morning and cyclists in the afternoon as this is how it is likely to naturally occur anyway.

38. Maryanne Gill submitted on the Draft Track Recreation Activities Policy on behalf of Horsepark. She noted that there is incredible demand for space to ride horses. The roads in Makara are too dangerous, so much so that the Makara Pony Club actively discourages it.

(Councillor Foster rejoined the meeting at 12.06pm.)

Occupation Health and Safety regulations have land owners hesitant to allow people to ride on their land. She asked for more accessible, safe land. They do not need anything flash, only passable lanes.

(Councillor Pepperell left the meeting at 12.15pm.)

39. Murray Allerby submitted on the Draft Track Recreation Activities Policy. He emphasised the problems motorists face with large groups of cyclists on the road. Because of this, cyclists need their own facilities. Mr Allerby noted that cyclists cause erosion on tracks. Cyclist numbers should not be increased without creating suitable roads and facilities.

(Councillor Ritchie left the meeting at 12.24pm.)

40. Shirlee Allerby submitted on the Draft Track Recreation Activities Policy. She noted that Rangitatau Reserve is not suitable for cyclists. There is no point to opening up the track as there is no “guts” to it, and as such will not be appealing to cyclists. The track is currently not maintained, and Mrs Allerby expressed concern that would extend to the cycle tracks. She also noted that there is currently a penguin reserve at Bows Road which is closed to cyclists. This should not be opened.

(Councillor Ritchie left the meeting at 12.33pm.)

(The meeting adjourned at 12.37pm to reconvene at 9.15am on Thursday 16 October 2008.)

(The meeting reconvened at 9.17am on Thursday 29 May 2008.)

PRESENT:

Councillor Ahipene-Mercer
Councillor Best
Councillor Cook
Councillor Coughlan (9.17am – 10.14am, 11.24am – 12.49pm)
Councillor Foster (9.23am – 12.49pm)
Councillor McKinnon (Chair) (9.17am – 10.40am, 11.04am – 12.49pm)
Councillor Gill (9.17am – 10.40am, 11.02am – 12.49pm)
Councillor Goulden (9.17am – 9.51am, 10.17am – 12.49pm)
Councillor Pannett (9.23am – 12.31pm, 12.34pm – 12.49pm)
Councillor Pepperell (10.31am – 11.31am, 11.36am – 11.43am)
Councillor Ritchie (9.30am – 10.40am, 11.02am – 11.51am, 11.56am – 12.49pm)
Councillor Wade-Brown
Councillor Wain

APOLOGIES:

Mayor Prendergast
Councillor Morrison

288/08P **APOLOGIES**
(1215/52/08/IM)

RESOLVED:

THAT the Strategy and Policy Committee:

1. *Accept apologies for absence from Mayor Prendergast.*
2. *Accept apologies for absence from Councillor Morrison.*

289/08P **ORAL HEARINGS – DRAFT CYCLING POLICY, DRAFT WALKING POLICY AND DRAFT TRACK RECREATION ACTIVITIES POLICY (CONTINUED)**
(1215/52/08/IM) (REPORT 1)

NOTED:

41. Kent Dunston submitted on the Draft Walking Policy on behalf of the Mount Victoria Residents Association. Mr Dunston commended the Wellington City Council on the policy. However his main concern was that the Wellington Central Business District had more deaths and injuries per square kilometre than anywhere else in New Zealand. The way traffic is run in Wellington is not good for pedestrians. He said pedestrians should be taken into account in traffic engineering.

(Councillors Foster and Pannett joined the meeting at 9.23am.)

Mr Dunston expressed concern about the budget, noting that the policy was hugely under funded. The budget is heavily weighted in favour of cars, which will not sufficiently address the problems for pedestrians.

(Councillor Ritchie joined the meeting at 9.30am.)

42. Greg Bodnar submitted on the Draft Walking Policy. Mr Bodnar spoke from the perspective of a roller blader. He pointed out that there were many road blocks to pedestrian activity. These included Mount Victoria tunnel, dangerous intersections and a topography that is not noticeable on a map. When roller blading it is very important to have a wide surface with reasonable traction and visibility. He was concerned that cars coming out of driveways stop at the edge of the road, not the footpath and would like this to be looked at. Mr Bodnar emphasised the health benefits of walking and roller blading. He pointed to an American study that found a direct correlation between

urban development and body weight, with a direct correlation to footpaths.

(Councillor Goulden left the meeting at 9.51am.)

43. Erika Toleman submitted on the Draft Cycling Policy. She noted that safety and convenience had not improved in ten years. She said many people wanted to cycle but found it too scary. But it was very positive that Wellington City Council was looking into a cycling policy. Ms Toleman highlighted the fact that the draft policy was lacking clear targets as a key issue. She thought priority should go into safety as this is the number one thing keeping cyclists off the roads, and that sharing lanes with buses does not address this. There should also be more public transport.
44. Graeme Speden submitted on the Draft Cycling Policy. He appealed to have the draft policy looked at as more than applying to cyclists as it applies for the greater benefit of Wellington. He suggested the overall direction should be explicitly promoting cycling and increasing numbers. Research shows that there is safety in numbers as it raises the awareness and alertness of drivers. Mr Speden wanted to see specific words included that commit the Wellington City Council to the policy. He also suggested the "Round the Bays" route be looked at as a major recreational route.

(Councillor Goulden rejoined the meeting at 10.17am.)

45. Martin Keene submitted on the Draft Walking Policy. The main focus of his submission was to urge the Wellington City Council to have stronger restrictions for parking on the footpath. This is the biggest hindrance to walking around Wellington. He encouraged a zero tolerance policy for people parking on footpaths.
46. Jocelyn O'Kane submitted on the Draft Walking Policy on behalf of the Home of Compassion. She spoke of a plan to put a track through the Berhampore Golf Course in 2015. There is not a lot that needs to be done to accomplish this as there is already a partially developed track. She asked to have the track developed sooner than 2015.

289/08P **RESOLUTION TO ELECT A CHAIR**
(1215/52/IM)

Moved Councillor Wade-Brown, seconded Councillor Gill the following motion:

That the Strategy and Policy Committee:

1. Agree that in the event of Councillor McKinnon returning late from morning tea, Councillor Wain will take the Chair.

The motion was put and declared CARRIED.

RESOLVED:

That the Strategy and Policy Committee:

1. *Agree that in the event of Councillor McKinnon returning late from morning tea, Councillor Wain will take the Chair.*
47. Lynda Kamstra submitted on the Draft Walking Policy. Ms Kamstra had created a internet blog and online survey to get feedback on the draft policy. She received nearly 100 responses.

(Councillor Pepperell joined the meeting at 10.31am.)

Feedback highlighted problems with poor lighting, broken footpaths, cars parking on footpaths, slippery tiles and advertising billboards. These are all things that can be addressed with relative ease and little cost. However most of the feedback did say that Wellington is a nice place to walk. There was a lot of positive feedback. There is a bit of jargon and terminology in the draft policy that is hard to understand.

(The meeting adjourned at 10.40am for morning tea.)

(The meeting reconvened at 10.57am. When the meeting reconvened Councillors Ahipene-Mercer, Best, Cook, Foster, Goulden, Pannett, Pepperell, Wade-Brown and Wain were present. Councillor Wain took the chair in the absence of Councillor McKinnon.)

48. Robert Davies submitted on the Draft Walking Plan. Mr Davies supported the draft policy, noting that Wellington is already the most walkable city New Zealand and this advantage should be built on. He would like to see walking as a key mode of transport and the reduction of cars on the road. Roads are currently not that convenient to walkers and the amount of people needs to be reflected in the infrastructure. Roads are not properly maintained or commuter friendly. Pedestrian shortcuts should be put in to encourage walking in more places around Wellington.

(Councillors Gill and Ritchie joined the meeting at 11.02am.)

(Councillor McKinnon joined the meeting at 11.04am.)

(Councillor McKinnon replaced Councillor Wain as chair at 11.09am.)

49. Tim Bollinger submitted on the Draft Walking Policy. He noted that the policy should have been done in conjunction with the Ngauranga to Airport Plan. Mr Bollinger said Wellington is a very walkable city and that there is a basic solution to making it more so, by maintaining walking paths and stop putting in big roads. The traffic calming measures on Lambton Quay was applauded, but should be extended around Wellington. Where new roads must be put in, they should incorporate pedestrian space.

(Councillor Coughlan joined the meeting at 11.24am.)

50. Paul Bruce submitted on the Draft Cycling Policy on behalf of the Appropriate Technology for Living Association. He emphasised that conditions for cycling were getting worse and wanted a strong mode shift to cycling, driven by a campaign on safety. Most important is to have dedicated cycle lanes. Mr Bruce argued the determining factor for the number of cyclists around the world is not weather or topography, but facilities. An increase in cycling will make Wellington a more vibrant city. This is an urgent matter as environmental and economical problems are looming.

(Councillor Pepperell left the meeting at 11.31am.)

There needs to be a good route between Wellington and Petone. Wellington is desperately in need of bike stations. Buses should also be removed in favour of light rail.

(Councillor Pepperell rejoined the meeting at 11.36am.)

(Councillor Pepperell left the meeting at 11.43am.)

51. Rosamund Averton submitted on the Draft Cycling Policy and the Draft Walking Policy, but spoke primarily to her submission on the Draft Track Recreation Activities Policy. Ms Averton strongly emphasised the importance of good signage as many people cannot find some of the wonderful places in Wellington.

(Councillor Ritchie left the meeting at 11.51am.)

Ms Averton suggested the use of chevrons on signs to indicate the gradient of hills. There should be different definitions for cyclists and mountain bikers as they have different needs. It was emphasised that what was needed was for everyone using tracks and roads to be courteous to one another. There should be a lot more community input. Feedback should be encouraged by the Wellington City Council.

(Councillor Ritchie rejoined the meeting 11.56am.)

52. Ian Bennett submitted on the Draft Cycling Policy and the Draft Track Recreation Activities Policy. Mr Bennett agreed with much that was in the Draft Track Recreation Activities Policy. He pointed out the huge potential for tourism. His only concern was having horses sharing the tracks. There are currently a number of issues hindering safe cycling. There is a growing amount of glass on the road. There is also an issue with drain brakes and having the road meet the gutter in a smooth transition. This should be taken into account when resurfacing roads. Roads should be swept and maintained. Mr Bennett compared Wellington City to Tawa where the cycling is much smoother.
53. Jill Ford submitted on the Draft Cycle Policy and the Draft Track Recreation Activities Policy. Ms Ford said she is yet to see anything concrete about becoming sustainable and there should be a concrete vision and strategy towards this. There is nothing solid in the Draft Cycling Policy. There should be specific, smart and measurable goals. She suggested that taking away the view that the private car is the priority will solve problems of infrastructure without spending a lot of money. It is currently very dangerous to cycle around Wellington. Ms Ford said this seems like a token policy and needs more funds to be any use.

(Councillor Pannett left the meeting at 12.31pm.)

(Councillor Pannett rejoined the meeting at 12.34pm.)

54. Chris Horne submitted on the Draft Walking Policy and the Draft Track Recreation Activities Policy. Mr Horne thought tracks should be closed to all except walkers, unless it is specifically designated otherwise. Mountain bikers are dangerous to walkers and to the soil on the track itself. Weeds can be transferred via wheels and horse manure. He noted that new signs for pedestrian access are great. However there should be footpaths on both sides of the road, except where it is not practically possible due to buses.

The meeting concluded at 12.49pm on Thursday 16 October 2008.

Confirmed: _____
Chair
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